

# Cell phones: A Driver's Distraction!

## AR 190-5, Motor Vehicle Traffic Supervision, Paragraph 4-2 (3)

### 3-4. Termination or denial of registration

Installation commanders or their designated representatives will terminate POV registration or deny initial registration under the following conditions (decals and tabs will be removed from the vehicle when registration is terminated):

- The owner fails to comply with the registration requirements.
- The owner sells or disposes of the POV, is released from active duty, separated from the Service, or terminates civilian employment with a military Service or DOD agency. Army and Air Force personnel on a permanent change of station will retain the DD Form 2220 if the vehicle is moved to their new duty station.
- The owner is other than an active duty military or civilian employee and discontinues regular operations of the POV on the installation.
- The owner's State, overseas command, or host nation driver's license is suspended or revoked, or the installation driving privilege is revoked. Air Force does not require removal of the of the DD Form 2220 when driving privileges are suspended for an individual. When vehicle registration is terminated in conjunction with the revocation of installation driving privileges, the affected person must apply to reregister the POV after the revocation expires. Registration should not be terminated if other family members having installation driving privileges require use of the vehicle.

### 3-5. Specified consent to impoundment

Personnel registering POVs on DOD installations must consent to the impoundment policy. The POV registration forms will contain or have appended to them a certificate with the following statement: "I am aware that (insert number and title of separate Service or DLA directive) and the installation traffic code provide for the removal and temporary impoundment of privately owned motor vehicles that are either parked illegally, or for unreasonable periods, interfering with military operations, creating a safety hazard, disabled by accident, left unattended in a restricted control area, or abandoned. I agree to reimburse the United States for the cost of towing and storage should my motor vehicle, because of such circumstances, be removed and impounded."

## Chapter 4

### Traffic Supervision

#### Section I

#### Traffic Planning and Codes

##### 4-1. Traffic planning

- Safe and efficient movement of traffic on an installation requires traffic supervision. A traffic supervision program includes traffic circulation planning and control of motor vehicle traffic; publication and enforcement of traffic laws and regulations; and investigation of motor vehicle accidents.
- Installation commanders will develop traffic circulation plans that provide for the safest and most efficient use of primary and secondary roads. Circulation planning should be a major part of all long-range master planning at installations. The traffic circulation plan is developed by the installation law enforcement officer, engineer, safety officer, and other concerned staff agencies. Highway engineering representatives from adjacent civil communities must be consulted to ensure the installation plan is compatible with the current and future circulation plan of the community. The plan should include the following:

- Normal and peak load routing based on traffic control studies.
- Effective control of traffic using planned direction, including measures for special events and adverse road or weather conditions.
- Point control at congested locations by law enforcement personnel or designated traffic directors or wardens, including trained school-crossing guards.
- Use of traffic control signs and devices.
- Efficient use of available parking facilities.
- Efficient use of mass transportation.

- Traffic control studies will provide factual data on existing roads, traffic density and flow patterns, and points of congestion. The installation law enforcement officer and traffic engineer usually conduct coordinated traffic control studies to obtain the data. Accurate data will help determine major and minor routes, location of traffic control devices, and conditions requiring engineering or enforcement services.
- The (Military) Surface Deployment and Distribution Command Transportation Engineering Agency will help installation commanders solve complex highway traffic engineering problems. The Surface Deployment and Distribution Command Transportation Engineering Agency traffic engineering services include—

- Complete studies of traffic operations of entire installations. (This can include long-range planning for future development of installation roads, public highways, and related facilities.)
- Assistance in complying with established traffic engineering standards.
- Installation commanders should submit requests for traffic engineering services in accordance with applicable Service or agency directives.

##### 4-2. Installation traffic codes

- Installation or activity commanders will establish a traffic code for operation of motor vehicles on the installation. Commanders in overseas areas will establish a traffic code, under provisions of this regulation, to the extent military authority is empowered to regulate traffic on the installation under the applicable SOFA. Traffic codes will contain the rules of the road (parking, violations, towing instructions, safety equipment, and other key provisions). These codes will, where possible, conform to the code of the State or host nation in which the installation is located. In addition, the development and publication of installation traffic codes will be based on the following:

- Highway Safety Program Standards (23 USC 402).
- Applicable portions of the Uniform Vehicle Code and Model Traffic Ordinance published by the National Committee on Uniform Traffic Laws and Ordinances.
- The installation traffic code will contain policy and procedures for the towing, searching, impounding, and inventorying of POVs. These provisions should be well publicized and contain the following:

- Specific violations and conditions under which the POV will be impounded and towed.
- Procedures to immediately notify the vehicle owner.
- Procedures for towing and storing impounded vehicles.
- Actions to dispose of the vehicle after lawful impoundment.
- Violators are responsible for all costs of towing, storage, and impounding of vehicles for other than evidentiary reasons.

- Motorcycles and mopeds. For motorcycles and other self-propelled, open, 2-wheel, 3-wheel, and 4-wheel vehicles powered by a motorcycle-type engine, the following traffic rules apply:

- Headlights will be on at all times when in operation.
- A rear view mirror will be attached to each side of the handlebars.
- A rear view protective helmets, eye protection, hard-soled shoes, long trousers, and brightly colored or reflective outer upper garment will be worn by operators and passengers when in operation.

- Restraint systems. (a) Restraint systems (seat belts) will be worn by all operators and passengers of U.S. Government vehicles on or off the installation.

- Restraint systems will be worn by all civilian personnel (family members, guests, and visitors) driving or riding in a POV on the installation.
- Restraint systems (seat belts) will be required in POVs for children 4 years old or under and not exceeding 45 pounds in weight.

- Infant/child restraint devices (car seats) will be required in vehicles manufactured after model year 1966.
- Restraint systems are required only in vehicles manufactured after model year 1966.
- Driver distractions. Vehicle operators on a DOD installation and operators of Government owned vehicles will not use cell phones unless the vehicle is safely parked or unless they are using a hands-free device. The wearing of any other portable headphones, earphones, or other listening devices (except for hands-free cellular phones) while operating a motor vehicle is prohibited. Use of those devices impairs driving and masks or prevents recognition of emergency signals, alarms, announcements, the approach of vehicles, and human speech. The DOD component safety guidance should note the potential for driver distractions such as eating and drinking, operating radios, CD players, global positioning equipment, and so on. Whenever possible this should only be done when the vehicle is safely parked.

- Only administrative actions (reprimand, assessment of points, loss of on-post driving privileges, or other actions) will be initiated against Service members for off-post violations of the installation traffic code.
- In States where traffic law violations are State criminal offenses, such laws are made applicable under the provisions of 18 USC 13 to military installations having concurrent or exclusive Federal jurisdiction.

- In those States where traffic laws of such States and makes these laws applicable to military installations having concurrent or exclusive Federal jurisdiction. It also delegates authority to installation commanders to establish additional vehicular and pedestrian traffic rules and regulations for their installations. Persons found guilty of violating the vehicular and pedestrian traffic laws made applicable on the installation under provisions of that directive are subject to a fine as determined by the local magistrate or imprisonment for not more than 30 days, or both, for each violation. In those States where traffic laws

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